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THOMAS-MORSE AIRCRAFT CORPORATION

CONTRACTORS TO U. S. GOVERNMENT

ITHACA,



NEW YORK



Quality Depends on Environment

A few years ago an Armenian brought to this country some seeds of the fine-leaved tobacco grown in Turkey which had a reputation for being rare and of very fine quality.

He planted them with great care in soil and under a sky which seemed to him precisely like those of their native home.

When the plants came up and grew to maturity, he found that he had a coarse valueless product which developed a

leaf as big and as rough as a "Connecticut wrapper."

Martin-built Bombers have a reputation for fine performance unequalled by any in the United States. That reputation is the result of unique methods of production and engineering control developed by men with years of experience in successful airplane design and manufacture.

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AVIATION

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Vol. XII

JUNE 22, 1932

No. 24

Lacking Air Legislation

DURING the dedication ceremonies of the Lincoln Memorial in Washington, D. C., a civil airplane flew over the assemblage at such a low height that the drone of the engine at times prevented the people from hearing the words of the President. Considerable indignation was expressed by the press over this breach of etiquette, which was the more reprehensible as the aviator in question had been requested beforehand to fly, during the ceremonies, outside a two mile radius of the Memorial.

Truly, the evils of uncontrolled flying could not be better illustrated than by this incident. When the Government of Washington sought to persuade the aviator concerned, they found that there was no legal provision for such a case. While government aircraft are strictly accountable for their movements, and their operators can be punished for recklessness of the rules, civil aircraft are not amenable to such discipline. Therefore, the best the Government of Washington could do was to introduce in Congress a Bill empowering them to regulate civil flying in the District of Columbia. In the probable result, another piece of national air legislation will be added to the laws enacted by a dozen States for the regulation of civil flying.

In the meantime the Washington BAA, which passed the Senate, is still in the Committee on Interstate and Foreign Commerce, where it has not been resting for quite some time. Just what will it take to make Congress give us federal air legislation?

The National Balloon Race

THE results of the thirteenth National Balloon Race are highly creditable to the three branches of ballooning which entered it—Army, Navy and Private, for each of these had a representative in the three leading places. The composition of the American team which is to enter the international Gordon Bennett Balloon Race, next August, in Switzerland, will thus be truly representative of American ballooning.

The Army, which this year was the National Balloon Race for the first time in the history of that event, is to be congratulated upon its splendid showing, which affords the best proof of the high degree of skill and knowledge of our military aviators. The Balloon and Airship Division of the Air Service may justly be proud of Major Westover, its chief, who represented it so worthily in the open field of competition.

H. K. Humphrey, one of America's veteran balloonists, who finished second, worthily upheld the age-long traditions of amateur ballooning in which this sport was practically all at its early development.

The Navy likewise deserves recognition, not only for the performance of its entrants, but also for the right opportunity displayed in entering in the race an experimental balloon,

filled with helium. This new non-inflammable gas, of which little is known as yet beyond theoretical speculation, has carried a balloon safely over 400 miles, and Commander Naudin's report on its behavior under varying atmospheric conditions will be awaited with considerable interest by all aeronauts.

The Brennan Helicopter

SOME months ago the British Ministry of Munitions announced that it would award a prize of £50,000 to the constructor of a helicopter capable of the following performance, carrying a pilot and one hour's fuel: first, run to 2,000 ft. height, second, hover without any horizontal motion for half an hour in any wind up to 20 m.p.h.; and third, fly horizontally at a speed of 50 m.p.h.

These requirements are really in excess of anything that has hitherto been achieved with "direct lift" machines. As a matter of fact, with one known exception, no helicopter has risen from the ground above fifteen or twenty feet, or hovered. The one exception known is that of the Austro-Hungarian captive helicopter, built during the late war by Captain Petrucy, Prof. Korman, and Hans Zerkow, which made a number of successful ascents and on one occasion reached a height of 500 ft. An exhaustive investigation made of the subject by Prof. Korman shows that satisfactory stability is extremely difficult to achieve in a helicopter, and it was to simplify the problem that the Austro-Hungarian helicopter was made captive. This truth demonstrated, what was expected, that when the rotating blades were still, the helicopter would be stable; but as soon as any slack appeared the machine would assume an oscillating motion.

In view of all the above it comes as a distinct surprise to read in the New York Times, in an exclusive dispatch from London, that Louis Brennan, in "star of the gyroscope, and of the torpedo which leaves his house," has gained fresh laurels by completing experiments with a helicopter which is understood to meet fully the conditions laid down by the British Air Ministry for a machine of this type.

Unquestioned dispatches, however, were in reality this news. It appears now that Mr. Brennan has not yet made five flight tests with his machine, but knows his hopes chiefly on experiments conducted with scale models. In fact, the Brennan helicopter has not as yet been tested outside of the hangar in which it is housed.

The prominence which the New York Times has given this report shows to what extent the idea of "vertical flight" appeals to public imagination, and at least mostly on the faintest ground that it will enable aircraft to land on house tops. It would be desirable that serious experiments obtain the same amount of publicity—but judging from the way in which Hertz's great 21 m.w. light was treated by the press this hope seems little founded.

The French Gliding and Soaring Competition

Competition for 100,000 Francs of Prizes to be Held
Next August Under Patronage of French Air Minister

The French Gliding and Soaring Competition, which is officially known as the First Experimental Congress of Motorless Flight, will take place from Aug. 5 to 28, 1932, in the vicinity of Clermont-Ferrand, Auvergne. The actual nature of the competition will be the Prix de Condégarne, a full altitude sailplane of Condégarne, where atmospheric conditions are particularly favorable for gliding experiments.

The meeting is organized by the Association Française Aéroplane, which is particularly concerned with motorless and model flight, and it is under the patronage of the French air minister, Laurent Eguay. Prizes totaling 100,000 francs will be awarded for various categories as specified below. The competition is open to Allied and neutral aircraft and pilots only.

The machines must be of the heavier-than-air type, and must not be provided with any form of power plant. The pilot may, however, use his muscular power to assist his machine, so that a combination of glider and "aerobot" will not be barred. Machines will be examined by competent judges, and must entirely conform to structural strength and general aerodynamic qualities. Plans, before being allowed to compete, will be required to give a demonstration of their skill by motorless flight for at least 100 sec. Competitors may construct practice flights and preliminary tests from Aug. 1. During the actual competition machines must carry useful instruments, provided by the French aeronautical office, and a representative of that institution will be present to witness competition in the event of graphs.

The Events

The meeting at Clermont-Ferrand will be devoted to various events, one of the official program terms these experiments:

Distance Flights.—Flights of 5,000 francs, 5,000 francs, 1,200 francs, 1,000 francs will be awarded in this season, in which competitors must start from the Prix de Condégarne, but may fly in any desired direction and alight at any point. The machine must remain in the air for more than 5 min. in order to qualify for these prizes. Prizes will also be awarded for aggregate direction, all flights made, in whatever order, reaching toward this, so long as they are of more than 30 sec. duration. The prizes are 5,000 francs, 3,000 francs, 2,000 francs, 1,000 francs and 500 francs.

Distance Flights.—Two prizes are to be awarded in this section, one of 10,000 francs and one of 5,000 francs. The distance between starting and alighting points will be measured by a straight line joining the two points on the map. Competitors will normally start from the Prix de Condégarne, but under special conditions the judges may permit competitors to start from the Prix de l'Écluse. The machines must remain suspended for at least 10 minutes, and 5 minutes for the second prize.

Maximum Rate of Descent.—M. Louis Hupéat has placed 10,000 francs at the disposal of the organization for the purpose of encouraging machines with a slow rate of descent. The amounts are to be divided as follows: First, 5,000 francs; second, 2,500; third, 1,500; and fourth, 1,000 francs.

In order to qualify in this section, competitors must indicate before the start the point at which they intend to alight, and must then make a landing within 200 meters of this point. The time on the air must be more than 15 min. The rate of descent is less than 1.50 m. (49 ft.) per sec. If 2 ft. is the difference in height (in meters) between starting and alighting point, and 1 the difference in seconds of the flight, the time

rate of descent will be — in meters per second. 1.500 times the time

2.
Time less than 1.5, or 2 greater than 1.5

Altitude Flights.—Three prizes, of 5,000 francs, 100 francs and 2,500 francs, are to be awarded for reaching a height greater than that of the starting point. Competitors must start from the Condégarne, but may alight anywhere. For ascertaining the altitude reached, use will be made of the barograph carried on the machines, or of any other method which the judges may select.

Alighting at Predetermined Point.—One series of tests will comprise alighting at a predetermined spot, the judges to indicate each day three different points, according to the wind direction, situated at least 500 m. from the Prix de Condégarne. Competitors must alight independently at each of the three points they intend to alight, and then attempt to alight as near as possible to the selected point. In judging the performance, account will be taken of the distance flown and duration of the flight. The prizes in this section are 5,000 francs, 1,000 francs, and 500 francs.

Maneuvering Flight.—Prizes of 2,000 francs and 1,000 francs will be awarded for the longest maneuvering flights. This does not mean that the machines must proceed in a straight line; a spiral, but may soar or glide along an undulating flight path, the points of which fall alternately above and below the horizontal line through the starting point. The duration of these flights will be determined by the barograph chart, which will show when the machine dropped below the horizontal line for the last time.

Other Prizes

In addition to the competitions and prizes indicated, there "free prizes" of 1,000 francs each will be awarded to competition whose machines have shown points of special interest. If any one machine appears to the judges to possess exceptional merits, they may award some that are of the prize in one competition.

The Union for Safety in Aeroplanes is offering 10,000 francs for features which lead to increase the safety of flying, and may reward the inventor in one single prize, or divide it into several smaller ones. In addition there is to be a Reed Prize of 10,000 francs, but the conditions for this have not yet been decided upon. They will, however, be announced later.

Preliminary List of Entries

To date the following entries have been received by the organizers of the meeting:

- | | |
|-------------------|--------------------|
| 1—Maurice Adrien | 8—J. Gilbert |
| 2—Louis de Monge | 9—George Gouss |
| 3—Lucien de Monge | 10—J. Pichot |
| 4—Yves Sauter | 11—Max Maury |
| 5—E. Dewhurst | 12—J. M. Deshayes |
| 6—O. Schmitt | 13—Francis Charles |
| 7—E. Durieux | 14—Francis Charles |
| 8—Lucien Compt | 15—Francis Charles |

Drag of Navy Struts No. 1 Modified

N.A.C.A. Report No. 137

This report of the National Advisory Committee for Aeronautics by A. F. Zahs, E. R. Smith and G. C. Hill, deals with the results of tests on struts installed at the Washington Navy Yard on the nacelle of the modified Navy strut, No. 1, were tested in the 5 ft. by 8 ft. wind tunnel. The tests were made to determine the total resistance, and effect, and the pressure distribution at various wind tunnel speeds with the drag of the strut increasing to the maximum. Only the test struts made of new plait and new glue given in this report.

A New German Aeronautical Engine

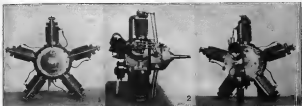
Siemens-Halske 50-60 hp. Air-Cooled Radial Engine
First Example of German Post-War Commercial Design

By Erik Hildebrand

Altogether very few new aircraft engines have been brought out since the end of the war, and such as have been placed on the market were in almost every case types which had not needed the postwar design changes. The Napier "Lion" is perhaps the best known of such engines, since despite its high cost it is being widely employed on the airplanes operating on the London-Panama services. On the other hand it is known from British parliamentary statements

that the first specimen of the smallest model was tested out before the German government had agreed to share the last Allied view that the stipulated period of suspension of all aircraft construction did not substantially exist in so and six months after the signing of the peace treaty of Versailles.

The first result of this commercial revival of the German engine industry has already been referred to in connection



Front, side, and rear views of the 50-60 hp. Siemens-Halske radial air-cooled engine

that the A.H.G. radial engines were put in production under the stress of war before they had been developed to the point of meeting satisfactory service. In the case of the German radial air-cooled engine No. 50-60, their designer, was fortunate enough in Salzburg in the Bristol Aeroplane Co. a concern willing to spend the money required for completing the "taking up" of the 100 hp. "Lion" and the 60 hp. "Napier" models, which are now available for commercial service.

While France has brought out several high-powered engines of V, W, and X types, which were a result of the extremely increasing demand for greater power in military airplanes toward the end of the war, it has not produced any new radial designs, the Anzani and the Salomon being both developments of pre-war designs. In the United States the government support given the new radial engines developed by the Lawrence and Wright companies is an indication of the modern trend of thought in engine design.

German engine construction during the war was mainly centered upon the production of vertical air-cylinder types, developed from automobile racing practice, but specialized by the addition of superchargers. Only far too in pursuit machines were other types developed, such as the Oberoi and Siemens-Halske radials, the former being an adaptation of the Gnome, while the latter was an original design. The Siemens-Halske 50-60 hp. model was of the opposite, or differential rotary type, an arrangement which had not previously been used in aeronautical engines. This engine was selected for the preliminary stage of the tests of the American, which stopped further work.

On the ground of the experience thus obtained in the construction of air-cooled engines the Siemens-Halske company has now taken up the construction of a radial type of engine, employing a single cylinder size for five, seven and nine

with the public demonstration on Lake Constance of the Dornier "Drach" and anti-aircraft monoplane flying boat, which is fitted with this new radial engine.

The Siemens-Halske five cylinder radial engine is of the four stroke type, with a bore of 160 mm. and a stroke of 120 mm. It is rated 50-60 hp. The crankshaft is made in two parts and runs on ball bearings, and so does the master connecting rod, to which the other connecting rods are attached in the usual way. The crankshaft ball bearings rest in bronze housings fitted in the crankcase, the latter being made in two parts. The cylinders are composed of aluminum alloy with integral radiation fins and steel liners. The pistons are of aluminum. The intake and outlet valve stems are mounted on the cylinders and are secured against turning. The valves are operated by rocker levers resting on the valve gear case, their shaft being mounted on ball bearings. The pistons are actuated through rods which are made in slide on easily detachable guides by a cam disc corresponding with the engine timing. The gear wheels are housed in the front part and effect the right rotation in the valve control drive. The front portion of the crankcase forms a detachable aluminum cover into which is cast a bronze backing resting the supply disconnected thrust ball bearings for the taking of the axial thrust. In the rear end of the crankcase there is a section shaped for the gas, the latter being led to the intake valve through easily detachable intake tubes from a special Pallas carburetor. An air pump with automatic drive from the crankshaft provides the necessary pressure in the low lying gas tank. Mounted on the rear cover is a gear driven H. V. magneto; a second magneto can be supplied if the case is desired, in which case a second set of spark plugs is mounted on the cylinders. The oil pump is also mounted at the rear end of the engine.

Des Moines-Chicago Airway

The Curtiss-Johns Aircraft Corp. of Fort Dodge, Iowa, announces that it expects to begin its passenger and mail service between Des Moines and Chicago sometime in June. Available on either cabin airplanes, fitted with 300 hp. Pittsenger, will be used on the line, with one ship operating weekly every day.

Arounding 10 o'clock, a person may leave Des Moines at 7:30 in the morning, spend three hours in Chicago and return to Des Moines at 5 o'clock in the afternoon of the same day. The trip between the two cities will be made in 3 to 10 min., according to the schedule. Ships leave Des Moines at 7:00 in the morning and arrive in Chicago at 10:40 in the afternoon. Returning planes leave Chicago at 2 o'clock in the afternoon and arrive at Des Moines at 5:30.

A rate of 15 cents per aerial mile will be charged by the commercial planes, with special rates on trips to distant points. Improvements amounting to \$100,000 will be made at Des Moines, the airport at Des Moines, as soon as so the Chamber of Commerce drive is completed. Two lanterns, auxiliary shops, a garage, oil and gasoline filling stations, and wireless equipment are among the improvements to be added.

A proposed north and south air mail line, to include Des Moines, was discussed by A. R. Humphrey, superintendent of the central division of the Air Mail Service, at the recent Iowa City conference. The Des Moines field was inspected by Mr. Humphrey recently, and pronounced suitable for an air mail service.

W. B. Ramsey of Fort Dodge, Iowa, announced the Curtiss-Johns Aircraft Corp. is to have two new planes. He purchased one plane at that time and loaned the field at Fort Dodge. The company is operating a dozen planes with fields at Oelwein, Ia., Fairfield, Ia., Fort Dodge, Ia., Des Moines, Ia., and Muscatine, Ia. Keeping Des Moines, each field is equipped with lanterns, and facilities for taking very small amount of service which may come up. Des Moines will be equipped with the same service this year. The stations are not yet equipped with wireless but this will also be provided this year. At Des Moines, the field will be enlarged to become a large plane for sale and a general aerial passenger and express service is contemplated.

A schedule passenger service from the Muscatine, Ia. field to Chicago is now in operation and will probably be extended to East and West. Five more well equipped fields will be established this fall and next spring in the state of Iowa to facilitate its feeder lines into the main trunk line. Arrangements are also being made to establish a south and north route in the spring from Kansas City through Des Moines.

The Curtiss-Johns Corp. has a very liberal arrangement to make with any city situated on the main lines of either the North and South or East and West lines. The firm has merely to develop a minimum amount of business for the corporation and in return receives a well equipped field operated the year around by a responsible and experienced company. It offers such areas a field with but a very small outlay of cash and receives them of all expense of maintenance.

The Des Moines service reaches any point in the state of Iowa in two hours, and frequent trips are in progress being made to Kansas City, St. Joe, St. Louis, Omaha, etc. Several privately owned ships are taken care of at the field and pilot service given them at any time desired.

The Decay of a Simple Edley

N.A.C.A. Report No. 144

The report, by J. L. Bateman, of the National Advisory Council for Aeronautics, dealing with the decay of Taylor's formula for a simple eddy. The discussion of the properties of the eddy indicates that there is a slight analogy between the theory of eddies in a viscous fluid and the quantum theory of radiation. Another exact solution of the equation of motion of a viscous fluid yields a result which resembles one of the well-known solutions for instability in the case of a horizontally stratified atmosphere.

Aviation in Congress

March 21, 1932—April 15, 1932

March 13 Senate. Considered from previous bulletin. Mr. McMillan introduced H. R. 275, which is the purchase of surplus military aircraft from any foreign nation, either, or corporation.

March 21 House. Executive document 692, transmitting supplemental estimate of appropriation for the Navy department for the fiscal year ending June 30, 1933, in the sum, "Bureau of Aeronautics," \$10,010, in a sub-estimate for the estimate contained in the Budget of \$45,500, and for "new, custody, and operation of the naval petroleum reserves," \$100,000 (H. Doc. No. 218), in the House, an appropriation.

March 22 House. Mr. Latham introduces into the record a letter from an Attorney (H. W. DeWitt) to an aviator requesting that the aviator have an attorney. In return back pay made possible by a recent decision of the Court of Claims. The fee was to be one third of the amount collected. For all the cases combined as a result of this decision, the lawyer would receive about \$1,000,000 for his services on the basis of 1/3 of the amount collected.

March 24 House. Army appropriations bill debated. The cost of flight instruction and more extensive experiments at McCook Field debated.

March 26 Senate. Mr. Hiram in discussing the Naval Department Treaty emphasizes that the day of the battleship is over and that the airplane is one of the new weapons of warfare.

April 3 Senate. Mr. Walsh of Massachusetts introduces a Resolution (706) proposing the establishment of a school of aeronautics.

April 5 Senate. Mr. Walsh's resolution (see above) read again and laid aside for future complete data.

April 5 Senate. Mr. Wadsworth (H. R. 11238) to encourage commercial aviation and authorizing the Postmaster General to contract for air mail service and prescribing rates of transportation and postage thereon, in the Committee on the Post Office and Post Roads.

April 13 House. Mr. Woodruff introduces a resolution authorizing a Committee to investigate war materials and armaments. Hearings into the discussion the subject of aircraft construction. In discussing H. R. 112229, value of bombing tests shown.

April 12 House. In discussing the navy bill (H. R. 11238) the question of the no. of personnel in the navy service was brought up. Mr. French believed there was no loss of comparison between the British sea force and the American as the British was an offshore fleet and ours a defense fleet.

April 18 House. In discussing the Navy appropriation bill (H. R. 11238) the aviation appropriations were discussed. The bill calls for a total of \$7,566,956. Mr. Hale offered an amendment increasing the sum provided for outfitting planes from \$5,475,000 to \$7,566,956.

April 18 House. Amendment of Mr. Hale's resolution (See above).—Representative Charles C. Conner.

The Farman "Super-Sport"

The Farman company has just produced an improved model of its "Super-Sport" airplane which differed so much from the one at the Kansas City and Omaha shows last year. The new machine, which is called the "Super-Sport," is shown in the accompanying illustration, from which it will be seen that it resembles in its outline the Farman "Sport." Special attention has been paid to the new model to insure adaptability of parts and simplicity of alignment, while the power plant con-



The Farman "Super-Sport," fitted with an 85 hp. Le Rhône engine, on which Captain Nungesser, the French ace, is touring France.

sets of either an 85 hp. Le Rhône or a 90 hp. Anzani engine. Following are the principal characteristics of the Farman "Super-Sport," which is represented in this country by Walter Kellett, Wilkes-Barre, Philadelphia, Pa.:

CHARACTERISTICS OF FARMAN "SUPER-SPORT"

Engine type	85 H. P.
Engine speed	2,400 R. P. M.
Length	28 ft. 6 in.
Wing span	35 ft. 6 in.
Height	10 ft. 4 in.
Wing area	280 sq. ft.
Wing loading	120 lb. per sq. ft.
Wing span	35 ft. 6 in.
Wing area	280 sq. ft.
Wing loading	120 lb. per sq. ft.
Wing span	35 ft. 6 in.
Wing area	280 sq. ft.
Wing loading	120 lb. per sq. ft.

Valuable Shipment of Dresses by Plane

Plotted by Wm. N. DeWalt, a Fokker F3 monoplane left Canton Field, Mendota, La., at 1:30 p. m. May 29, with a shipment of thirty packages of ladies' dresses, consigned to the Hager Department Store of Baltimore, Md. Delivery of the dresses was made to the store before closing time the same day.

The Baltimore department store had advertised a special sale of women's dresses to be held on the evening of May 27, based upon a contingent they were to have received by express. Learning that the shipment would not be received by ordinary means of transportation in time for the sale, the store sent their buyer on a hurried trip to New York to arrange for the goods to go by airplane, if possible. As a result the Fokker plane was engaged and succeeded in delivering the dresses in time for the store to make good its advertisement.

Probably the first insurance policy in this country on a consigned shipment of merchandise by airplane was written on this consignment by the Home Insurance Co., of New York for \$1,500.

Cincinnati News

In connection with the organization of the Cincinnati municipal airport, which is to be one of the finest in the country, the Cincinnati Aircraft Co. is establishing a department of representation.

This service will include office, directory and phone, thirty visits per month, weekly reports of aeronautical activities in the Cincinnati area, personal calls on your prospective customers under your direction, local publicity (news items) and

daily machine requirements. A competent person will be in charge at all times and the office location will be ideal.

A nominal charge will be made for this service.

Captain Mac, U. S. A. Air Service, who is in Cincinnati awaiting the Air Service assignment at Cincinnati. The Air Service on April 10 stated that the work was progressing, and that the squadron officers had been selected. No field as yet has been selected.

C. H. Tread, who formerly conducted the Aeroport Sales Co., and the Pan American Exchange, announced his permanent move from aeronautical activities.

Mr. H. H. Hild, Secretary of the Cincinnati Aircraft Co., is building up a Sales Organization throughout Ohio, Indiana, Kentucky and West Va. Educational outline in manuscript form is known to be being furnished to the salesman. Mr. Hild is to be compensated on the incentive method, he has desired. The work is of great value to those wishing to take up Aircraft Sales.

Col. C. R. Lay, is in the city and will now take three passengers. He states that his activities will be confined to education and passenger work for the present, but he hopes not far from the field before he is in Cincinnati, as soon as field accommodations can be arranged.

No Landing at Montauk Point

Under instructions from the Commanding Officer of the 2nd Corps Area, 1st Lt. Eugene H. Barkhale, Air Service, Montauk Point, was assigned the duty of investigating all possible landing fields in the vicinity of Montauk Point, Long Island, with a view to determining whether or not it would be practicable to establish a temporary landing field in the vicinity during the cold weather period for the National Guard. Lieutenant Barkhale completed the mission and reported that no satisfactory landing fields are available in this vicinity.

Foreign News

Italy—Under the auspices of the Federazione Aeronautica Nazionale Italiana and by initiative of other aeronautical associations, an international competition for commercial airplanes is to be held during the last week of June 1922. The course is to be three times the circuit bounded by the cities of Turin-Cuneo-Alexandria-Novara-Biella-Turin (683 miles). The competitors, besides the places of start and arrival, will have the possibility of landing twice, being allowed to replenish with fuel. The classification will be settled by the following formula:

$$K = \frac{Vc}{V_{min}} \frac{P}{Q}$$

where Q indicates the commercial load of the machine expressed in kilograms; P the weight in kilograms of the fuel consumed in the competition; Vc the commercial speed of the airplane, expressed in kilometer-hour; V_{min} the lowest speed in kilometer-hour which the machine can assume.

The aircraft for which the value of Vc should result inferior to 120 Km. p.h. will not be allowed to compete for any prize. The commercial load must not be inferior to 300 kg. not counting the weight of the pilot, which is counted as 80 kg. in every case.

A prize of 40,000 Lire will be awarded to the constructor of the winning machine and a prize of 10,000 Lire to the pilot of the aforementioned machine.

At the last session of the Chamber of Deputies a bill was passed providing for the constitution of a High Council for the Aeronautics and of a Technical and Administrative Committee for the Aeronautics. The Council will be composed by the representatives of the various aeronautical categories, viz. industrial and technical staff, corporations of propaganda and the aerial navigation enterprises. With the institution of the above council and committee, the existing Committee of Aeronautics is to be suppressed. The new bill will be presented to the Senate for approval.

France—The Franco-Romanian Air Navigation Co., which has been running an air service from Paris to Prague and Warsaw, is now about to inaugurate an extension of their service from Prague to Vienna to Budapest. The new service is to run three times a week, and the time taken will be two hours from Prague to Vienna and about 1¾ hr. from Vienna to Budapest.

Great Britain—Since April 1 the Handley-Page Transport, Instone Air Line, and Daimler Hire (Limited) receive the air subsidy for their services on the London-Paris route under a new scheme. The new conditions are that the government will pay a subsidy of 25 per cent on the gross takings; will provide not more than half the operating fleet on the hire purchase basis, and will give an additional grant until Feb. 28, 1923, of £3 per passenger and 3d. per lb. of goods carried.

The Netherlands—The Fokker Airplane Works at Veere, Netherlands, are now executing an order for ten Fokker Model F3 cabin monoplanes, fitted with 360 hp. Rolls-Royce "Eagle" engines, which are destined for the Koenigsberg-Moscow airway. This service was inaugurated on May 1 by the Russian-German Air Navigation Co. with four Fokker monoplanes of the same type. The machines are of Russian registry, as denoted by the nationality mark "RR" which appears on both wings and fuselage. This is the first time aircraft of Russian registry appear in international traffic. The registration mark of Russian civil aircraft consists of numerals, as is the case with German and Swiss aircraft.

Canada—A grand catch of 50,000 seals is recorded from Montreal as the first week's haul of the Newfoundland Sealing Fleet, which was guided by airplanes to the location of the herds.

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